## INFORMATION REPORT INFORMATION REPORT

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## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Arctic)		REPORT		
SUBJECT	1. Port of Igarka		DATE DISTR.	10 November 1955	25 <b>X</b> 1
	2. Kara Sea Navigat	tion	NO. OF PAGES	3	
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- 1. On 14 July 1955, an undetermined number of minesweepers and small patrol boats were in the harbor of Dudinka. At 0700 hours GMT on 24 July, there was a naval force consisting of two large naval vessels and five or six smaller ones between Vern Island (N 73-28, E 80-10) and the mainland. All the vessels were at anchor. The large vessels were 400 to 500 feet long, apparently flushdeckers with a perpendicular bow. Each had a command bridge with a stout foremast, two funnels with a great distance between them, one pole mast forward of the after funnel, and a long afterdeck (see sketch). The smaller vessels resembled corvettes.
- 2. Three or four two-engine transport planes were observed on Dudinka airfield on 14 July. Twin-engine DC-3-type transport planes landed on Igarka airfield a couple of times a day. In the seaplane base there were two twin-engine flying boats. The seaplane base had a slip and some sheds which looked like workshops. There were no hangars.
- The icebreaker CAPTAIN RELOUSOV lay waiting east of Karskiye Vorota. The ship and he went all the way icebreaker put the ice pilot aboard 25X1 to Igarka. The icebreaker collected a convoy of three ships but after sailing for a few hours in convoy, orders were given that the merchant ships should continue on their own. Near Dikson Island the icebreaker LENIN was observed on a westerly course with a Soviet merchant vessel. At the mouth of the Yenisey, a river pilot and two apprentice pilots came aboard. The pilot had no chart with him and navigated from his intimate knowledge of the river. The apprentices had a distance book but the pilot never used it. On 14 or 15 July, a loaded oil barge was sighted going down the Yenisey between Dudinka and Igarka. Otherwise, no oil traffic was observed. 25X1 ship transited Karskiye Vorota on 25 and 26 July, sailing 25X1

through drift-ice with the aid of an icebreaker. On the return trip on 5 and 6 August, the ship was directed through Yugorskiy Shar because Karskiye Vorota was blocked by ice. At the east end of the strait, the ship was met by an unarmed sealer, the TORO, about 120 feet long, which

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	piloted it through the strait.	25 <b>X</b> 1			
	deviation in the Kara Sea seemed to be much smaller than last year. This year the maximum deviation measured 4°, in contrast to 17° of last year.	25 <b>X</b> 1			
4.	The was said that the lumber quay had lain under water for a week before ship arrived in port. A chain bucket apparatus was moored to the lower portion of the lumber quay and was dredging there. The quay had been extended since last year, and could take four 300 foot ships. The lower portion of the quay was used as a waiting place, although it was actually supposed to be for barges. This portion of the quay was not fenced off, as it was last year. There was no sign of ice damage. A crane mounted on an open railroad car was rigged up on the lower portion of the quay. This was done by laying tracks from where the crane was evidently kept during the winter, right near the office buildings, down to the quay. The tracks were taken up again after the crane was driven down, but there were doubtlessly some rails left on the quay so that the crane could be moved back and forth. The crane was steam operated, and had an estimated lift capacity of two or three tons. A small quay below the seaplane base was used by ferries and river boats. Large river boats of about 300 feet in length and with a three-deck superstructure entered every other day. Small ferries put in once or	25X1 ∠≎⊼1			
	twice a day.				
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